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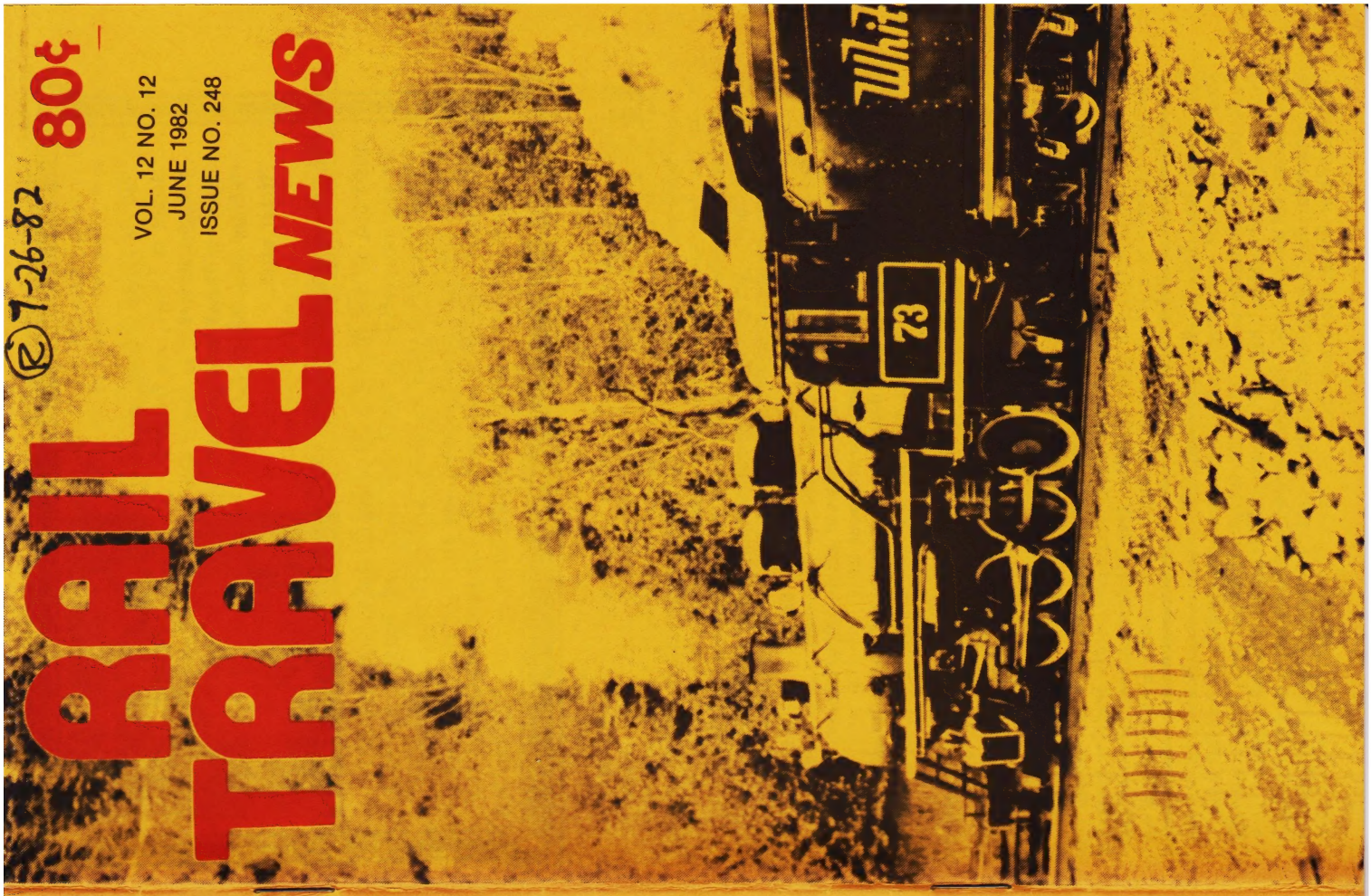

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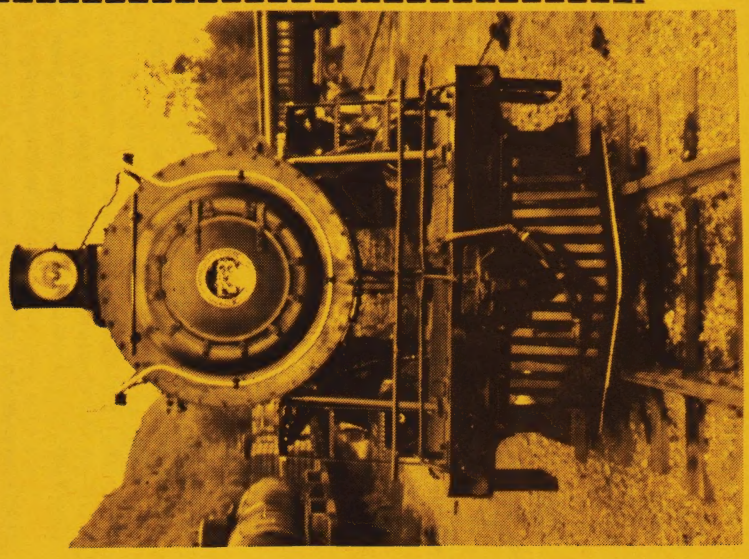

FIRST CLASS

Ted and Sylvia Blishak, owners of Accent on Travel, are frequent RTN contributors.
Accent on Travel holds Amtrak's "Golden Spike Award" for high ticket sales.

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LETTERS

In RTN 247 you mentioned the trials and tribulations of train 95, the COLONIAL, on Jun 26. Your narrative was not quite correct.

Following the delay at Westerly RI, train 95 was further delayed outside New York's Penn Station bya malfunctioning interlocking system at Penn Station's east end. The train was then over 2hrs late arriving in New York. Adding private car LV 353 to the train in New York did not cause further delay (I was aboard the private car and was observing the move). The New York station stop was lengthened about 15 minutes because of a large number of passengers attempting to board the train which, at that point, was standing room only.

The debris on the tracks at Midway Tower was apparently a manhold cover placed there by vandals. It shattered upon impact and broke a pipe in the brake system, disabling the train.

Train 135 ran thru to Newport News as a makeup #95, and arrived in Williamsburg 5½ hours late.

David L. Ross
Cliffside Park, New Jersey

It looks like The Panic Box has been a controversial issue lately, but I'm glad it's going to stay. I don't think it's wise to use The Panic Box as a general measure of the level of Amtrak performance. Reporting today is more thorough than it was in pre-Amtrak days, and we really can't tell very easily from The Panic Box whether Amtrak is worse, the same, or better than its predecessors. Perhaps some good RTN reader with a lot ot time on his hands and a computer will develop a way of rating each type of Panic Box item and relating it to passenger-miles or train-miles or something like that so we can use incidents to measure Amtrak's progress.

Your little publication continues to save myself and others a lot of time. Thanks to the recent little tidbit about plans to remove the pianos from the Superliner lounges, I didn't have to waste my time or Amtrak's with an inquiry about them. You guys sure manage to touch all the bases where diversity of interest in passenger train service is concerned.

The little ad some months further back tipped me off to PNW/NRHS's May 15th Deschutes River Canyon excursion just in time to get a ticket before they were all sold out. It was great to clear away the mystery of what that mysterious land looked like. Keep up the good work.

Art Weber
El Cerrito, California

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ON THE COVER

A photo runby on the inaugural steam run Skagway, Alaska to Lake Bennett, B.C. on the White Pass & Yukon Railway. The date is June 12 and newly-restored steam locomotive #73 is pulling four narrow-gauge cars near Glacier Station. In this issue, Sylvia Blishak reports on this run. Photo by Sylvia Blishak.
(Rear cover:) Front view of White Pass locomotive 73, at Lake Bennett.

The recent tragic fire on Amtrak's COAST STARLIGHT indicates the need for smoking regulations based on passenger safety rather than mere passenger comfort or annoyance. It has been my observation on several recent Amtrak trips that efforts to enforce current smoking rules have been inconsistent, confused and sometimes non-existent. On one recent SAN JOAQUIN trip, for example, the brakeman smoked as he did his paper work in the non-smoking end of the coach.

If Amtrak is serious about protecting the rights and safety of smokers and non-smokers, it needs to adopt a simple, straightforward policy, and give it maximum publicity in the media, in its timetables, at its Family Days, at stations, and aboard the trains.

I suggest the following technique on board: (1) Restrict smoking in coaches to a single car, preferably at the headend so other passengers need not traverse the "smoker" to or from the lounge or diner; (2) ban smoking in all other cars, including sleepers, except the lounge which presumably has heavy-duty ventilation capable of coping with the smoke-laden air; (3) place on both sides of all vestibule doors and sleeping compartment doors neat but obvious NO SMOKING signs in English, Spanish, French and German (the multi-lingualism would serve as an eye catcher), (4) place similar signs on the back of all coach seats; and (5) place simple foldover cardboard signs (for souvenirs, perhaps?) on dining car tables. This type of saturation signing will assist crew enforcement by encouraging peer pressure on violators by other passengers. Crew personnel, both Amtrak and of the carrying line, should refrain from smoking while on duty, at within sight of passengers.

... The airlines seem to have resolved the smoking problem, admittedly under Federal pressure; Amtrak should voluntarily do no less. The alternative will be rigid regulations, handed down from on high, to the displeasure of all.

Oscar F. Nelson, Jr.
San Francisco, California

PLEASE NOTE: New readers may be puzzled by our cover date. News in this issue is updated thru July 23, 1982, even tho the cover date reads June. We are somewhat behind in publication dates this year, but haven't updated the cover dates in the hope that we might catch up. Ignore the cover date and look for the news update notice, usually at the end of "Mixed Train of Thoughts". RTN news is never stale, even if the cover date makes it appear so.

RAIL CANADA

A NEW SERVICE between Toronto and Chicago is expected to be introduced on Oct 31, operated jointly by Amtrak and VIA and replacing the BLUE WATER LIMITED. Tentative agreement on the service was reached by Amtrak, VIA and the State of Michigan in mid-July. The daytime train would leave Chicago about 10:30am, and would leave Toronto at 8:15am and make a connection with the SAN FRANCISCO ZEPHYR. On Sundays it would leave Toronto at 1pm, without an SFZ connection. A VIA spokesman told the press that the train could "open up the whole of the South and West United States; it has tremendous potential." Also being considered is an overnight New York-Toronto run. There is a funding problem for this with VIA, however, and also the problem of customs inspection coming in the middle of the night must be worked out. An April startup would be the earliest.

A TRANSPORTATION SYMPOSIUM will be held in Truro, Nova Scotia on Oct 22-24. Titled "Moving Through the 80's", the symposium is to have a regional perspective. It is intended to bring together people from different backgrounds with an interest in transport policies, programs and development. Speakers will include Transport 2000's Harry Gow and John Pearce, and transport minister Pepin has been invited to speak. Sponsors are the Community Planning Ass'n, Nova Scotia Division, and T-2000 Atlantic. For info, write: Box 211, Halifax N.S. B3J 2M4.

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A REPORT from Edmonton's CN Tower Station: The cafeteria on the 5th floor, with a view of the city and yards, has gone out of business. The station-level coffee shop has no more space than before. The baggage room closes at 4:50pm, whether or not train 1 passengers have arrived from Calgary. Train 681 is now #103 and 682 is 104, effective June 7.

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UMTA HAS PUBLISHED a "major reference work", the "Urban Mass Transportation Abstracts Cumulative Bibliography 1974-1980." The bibliography contains over 7000 abstracts and its companion index has some 3400 listings. Information on the Bibliography and Index may be obtained from Mr. Fred N. House, UMTRIS, Transportation Research Board, 2101 Constitution Avenue NW, Washington DC 20418.

NEW YORK CITY was hit by a severe heat wave in July. On Jul 19 the temperature hit 96°, reported the NY Times, and only a relatively small percentage of subway cars had working air conditioners (only half the cars have A/C systems at all). The Long Island Rail Road reported that over 90% of its cars had working air conditioners.

THE WATERFRONT STREETCAR in Seattle, which began operation on May 29, runs on route 99 of the Seattle Metro system, about 1½ miles along Alaskan Way, using two double-end wooden cars from Melbourne, Australia. A third car is kept at the barn, at the north end of the line, for parts. There are 7 stops on the route and the fare is 60¢. A woman attendant provides commentary over a P.A. Speeds are 5-20mph with one passing siding in the middle of the route. The line runs Mon-Fri 7am-11pm, Sat 9am-11pm, Sun 10am-9pm. Headways vary between 20 and 30 minutes. Public reaction to it seems good.

Shown here is the Waterfront Streetcar's official log, designed by Seattle artist Doug Keith, the result of a 1980 citywide contest.

FROM BOSTON AT MID-YEAR by Peter Roehm

Commuter rail continues to grow in Beantown or Cod City: B&M Prexy Alan Dustin recently commented that ridership for the first four months of 1982 was up 13.7% over 1981 and revenue was up 27%. And all of this with 38 fewer cars, the result of the GO cars returning to Toronto as well as 30 Budds off to Boise for rebuilding, plus a number of RDCs, ex-Pennsy P-70s, Shoreliners in NH and PC paint, and American Flyer coaches stored adjacent to Boston Engine Terminal as unserviceable and awaiting disposition. Thus commuter rail operated with 132 cars this year versus 170 last year, and this has created a standee problem on peak-hour trains, averaging 25% of the load carried and in some instances as high as 38%. This standee situation will lessen somewhat as students and others go on vacation and tourists using the Eastern Route to beaches at Manchester, Gloucester, and Rockport usually use off-peak trains or reverse direction during the peak hours. By the time the vacation season is over, some of the "new" "Boise Budds" will be in service with more to follow thru the fall and early winter months.

The first three "Boise Budds" are currently operating on the Rockport line with Control Car #1405 (formerly an RDC-s) and two ex-RDC-1s, now Nos. 400 & 402 (Pullmans are numbered in the 1300's and 300's). Having arrived in mid-May, the cars will depart back to Morrison-Knudsen in Boise after 6-8 weeks of "combat training" for forther modification before the turning out of two cars per week beginning this fall. There are 32 cars on this order and whether the remaining 64 will be done in like manner will depend upon funding. The interiors are bright in white and beige will full-length lighting similar to the Pullmans. Presently the medium red upholstered, fixed-position seats face half in one direction and half the other, but are to be replaced by rebuilt walkover seats originally in the old RDC's. On the exterior, the cars look like conventional post-war stainless steel coaches with a purple window stripe bordered on both sides in yellow (gold). The roof bubble is gone, as is most of the mechanical paraphernalia from the undercarriage except that needed for HEP and remaining car functioning. The reaction has been positive, save for the seats and their positioning.

The rail passenger advocate visiting Boston this summer will find in service RDC's (three were last known to be operating under their own power from South Station), RDC's as coaches and in many paint schemes, Pullman coaches pre-Bombardier, HEP Shoreliners, ex-GM&O F3's cum FP-10's, F40PH's, GP-7 1566 in new B&M paint and

lettering, plus Boeing LRV's, old and rebuilt PCC's, domestic and Canadian rapid transit cars, plus Flyer trackless coaches with left-hand doors. Boston's only remaining lengthy street-running streetcar line, Arborway, reopened on Jun 26 for its full length. Out of service on commuter rail and behind or adjacent to B.E.T. are the E-8's, including the "Gray Ghost", the "awaiting-dispo" coaches mentioned above, and at North Station a former M&StL/B&O RDC-4 used as a shop and which is to be rebuilt similar to the other 95 RDC's as a HEP coach.

Elsewhere in the region: The Cape Cod & Hyannis is operating over all Cape Cod lines except the Yarmouth-South Dennis segment and the Otis AFB spur in daily service, using a former Otter Valley, nee B&M, Alco switcher. Sharing the Cape trackage with the CC&H for freight service only is the new (Jun 14) Bay Colony RR, which is a 117.5-mile freight operation by the owners of the Maine two-footer transplant, Edaville, serving all of Cape Cod south from Middleboro, as well as lines to Plymouth and Needham--three segments using two ex-Portland Terminal Alco switchers. BCR crews operate the CC&H varnish. Also going strong within easy reach of Boston are the Edaville, Valley, Conway Scenic, and Wolfeboro.

ONLY ON SUNDAY
by Thomas Higgins

During the year 1980 this unique little railroad didn't operate passenger service during the summer months. It is not a common carrier; it carries only for its own purposes. The Greater Winnipeg Water District is one of the most interesting railroad operations, in a land which abounds with them. It is a 92-mile trip into history. Each Sunday this little train operates from St. Boniface (a part of the greater Winnipeg area) to Indian Bay (Waugh), and back.

For equipment it uses a 44-tonner without doors, a Mack Rail Car (1935) and trailer, a CP air conditioned coach (the air conditioning provided by an oil motor), and a circa 1925 CP coach, no air conditioning, just open windows. There seems to be oodles of other interesting equipment locked away in their shop in St. Boniface.

If you call you will be told that you don't need reservations. However, you do, because the train is frequently sold out. The day on which the author rode the train he was lucky to get a cancellation. Another word of warning, there is nothing at Waugh. Plan to bring your own food and drink and entertainment. For fishermen it's great, but for others there is little or nothing to doexcept picnic or play games. For most of it's route there is no way to run the train. The 44-tonner can, and does do about 35 miles per hour, and for those next to the open windows the dust will filter into everything they own. But all of this fun costs only $4.00 (about $3.20 U.S.). The train generally runs from the middle of May to the end of August on Sunday only. It leaves St. Boniface at 8am and arrives in Waugh at 11:15; it departs Waugh at 4pm, and arrives in St. Boniface at 7:15pm.

The train is very prompt, and will make every effort to arrive and depart on time. The classic sandstone station in St. Boniface is about a 5-minute ride from the VIA station. The walls of the station are filled with pictures of old equipment, and operating schedules of years gone by. The employees are very rail-fan oriented, and just love to tell you about their unique operation.

For the most part rail-fans are not in the majority on this line. Most of the people who ride this train are fisherman, people who like to picnic, and senior citizens on outings. The author was the only rail-fan on the train. Thes doesn't mean that the average rider isn't interested in trains--they are, and many will tell you stories about railroading in the greater Winnipeg area.

Many of them cannot understand why someone would travel 2000 miles to ride this sideline, in the hot and humid heat of a Manitoba summer. One frequent question was, "If you're from New Jersey, why don't you stay home and enjoy the seashore?"

The right of way for the GWWD was surveyed in 1913. In December, 1914 the Mayor of Winnipeg drove the last spike in the railway, which was built as a practical mobile base of construction for the major pipeline or aqueduct itself. The railway has been in use ever since, serving as transportation for aqueduct maentenance, for the staff at the Indian Bay intake facilities, and providing freight and passenger service to residents along its length. It conducts a gravel hauling operation from 6 miles south of Bruce Junction, Mile 43, to St. Boniface, and is able to pay its own cost of operation.

The former gravel delivery ramp may be seen shortly after the trip begins to the track's left, just after the Dawson Road

crossing. This facility has been replaced with modern unloading hoppers at grade. These are located to the right on a new track at the Dawson Road Crossing. At Bruce Junction there is a spur to the gravel quarry, and the oddly-shaped ore cars can be seen there. The tailway parallels the Trans-Canada Highway and the Dawson Trail. It cuts across the top of Sandiland Provincial Park, and comes close to the Whiteshell Provincial Park.

The consist of our train was as follows: 44-tonner 103, Mack Car #31, trailer 354 (both built in 1935 and operational), coach #353 ex-CP with a/c, coach 351 (ex-CP circa 1925). The Mack Motor Car was used as a baggage car for ice chests for the fish and beer, and provided impromtu seating for the overflow crowd (it was the first Mack Motor Car lounge that I have been in). The chests went full of beer, and came back full of fish. It was almost like a Victorian outing, like the ones you see in rail books, except the people were not so formally dressed. The sides of the 44-tonner had been removed to provide better ventilation (it was 98°F, and humidity was 90%.) It was hard to believe that all of that cold Canadian air comes from here.

The reservior itself is parklike, with trimmed lawns, flowers, and formal arrangements of trees. There are many Indian artifacts to be found in the woods around this area. There is a wye just before the train gets into the picnic area, and before the crew has its rest and lunch the train is wyed. That particular day we were carrying a payloader for the maintenance crew, which was removed and put into the engine house.

Until the mid-1970s, the GWWD ran a daily mixed train, and this was cut back to Monday and Friday only mixed, and then the Sunday-only extra. The National Model Railroaders Convention will be held in Winnipeg in 1982, and the GWWD has promised to operate special excursions for that group. After that, who knows what will happen to the passenger operations? The author's advice would be: plan to ride this summer, or you might just miss out, and have to look at someone else's pictures in a book or railfan magazine.

Since this is not a common carrier, there are just crewmen on the passenger extra--the engineer and conductor. There are no signals, but radio contact is maintained. No distinction is made between the operating and maintenance crew; both draw a salary with an overtime adjustment. On its freights, the hogger is in charge, but on passenger extras the conductor is the head man. Also, its right-of-way starts at milepost 5, as its right-of-way is measured by the length of the aqueduct, and not the railroad's right-of-way. So the real length of your trip is 92 miles one way.

Somewhat like the New Haven Railroad, which made its last profits hauling the material necessary to build the Connecticut Turnpike, the GWWD made a great deal of money hauling gravel for highway construction. Unlike the New Haven, it continues this business, but like the New Haven, paved superhighways did in the passenger service.

For a free booklet, "Welcome Aboard," a time schedule and an overview of the reservoir operations called "City of Winnipeg-Oure Water", write to: Train Information, GWWD Railway Station, 598 Plinquet Street, St. Boniface, Manitoba, Canada. And if they do run, get an early reservation.

ABOARD THE EMPIRE BUILDERS
by Walt Stringer

June is a pretty time of the year to visit the Pacific Northwest--the days are long, and when the sun is out the greenery of Oregon and Washington is outstanding. On a Friday and Saturday I was in Portland attending the Portland Rose Festival, touring the Mount St. Helens area of volcanic devastation, and receiving a tour of the upcoming Tri-Met Banfield Light Rail Line. Unfortunately, the weather conditions were fair to soggy, and by the late afternoon of Saturday, June 12, I was ready to leave the beautiful City of Roses.

Portland Union Station was quite busy this day, with the Northwest Orient's reduced operations schedule a contributing factor. Both COAST STARLIGHTS had come and gone on time, with very heavy consists. Superliner coach 34092, the spare car for the PIONEER to Seattle, was on HEP standby. Normally, to travel from Portland to Seattle, the cost is $22 on your choice of three daily trains, but I was going the "railfan route"--via Spokane, for $85 ($91 since the April fare hike).

The Portland section of the EMPIRE BUILDER consisted of engine 215, lounge-cafe 33012, baggage-coach 31007, coach 34052, and sleeper 32051. We boarded over 100 passengers and departed on time at 4:15. The interior of the train was clean, the exterior unwashed. Our trip thru industrial Northwest Portland and over the Willamette and Columbia Rivers took 18 minutes, and we waited five minutes at Vancouver WA while a few more boarded.

At 4:38 we took off along the north bank of the Columbia River for the 4-hour jaunt to Pasco. The weather remained cloudy until Bingen, then sunny until near Pasco. Similarly, the Columbia gorge was green and lush, becoming brown and more arid as we progressed east. Only one UP freight a westbound pig train, was noted across the river.

The BN operating crew wore business suits and Amtrak badges, and the track was in very good condition, with some high-speed running on the straighter portions. As one might expect in this terrain, there are plenty of curves, tunnels, and slide detector fences to go along with the scenery.

The lounge-cafe was a favored spot, the attendant downstairs was most conscientious (he unseated an eating crew member to give me a seat), but the electric piano was gone. Food service was the standard snack bar menu with two of the tray meals from Amtrak's March menu--short ribs and chicken. At a price of $6.75 I had the short ribs, beans, a unique variation of macaroni, and salad and drink--served promptly and tasting pretty good. The plastic utensils are still present. Few other people ate a full dinner, and the Amtrak car attendants at the next table were engaged in a lively discussion of labor relations over their lengthy dinner.

Operationally, the trip to Spokane was basically smooth, with BN providing a surprising number of freights. Leaving Vancouver WA on single track, we met a westbound freight at the beginning of double iron, known as Eavan (must stand for East Vancouver), and we took the "wrong main" on the reverse signalled line. We got right again on the river bank east of Camas, met another westbound freight after a long tunnel, passed North Bonneville, a new damsite, and another tunnel at 5:20, passed Stevenson in a wide part of the river at 5:25, met another BN westbound, then found a red block at milepost 62. There was a 10mph slow order over a washout area (normal speed is 60 for passenger trains, 55 for freights), and then we overtook an eastbound freight at West Cooks. Surprisingly, we reached Bingen-White Salmon on time at 6pm (small green and white depot, no business), then roared off at a fast clip thru many small tunnels, reaching Wishram at 6:30, five minutes early. Wishram is strictly a "rail town", with another green and white depot, a railroad eatery, and a nearly deserted yard, at the base of a huge, arid brown bluff. It was formerly a crew change point, but no longer; only crews down the Oregon Trunk to Madras and Bend work from here. On #28, our engine crews changed at Pasco, the train crew worked Portland to Spokane.

After a few quick photos, we left on time at 6:35 and spent the next two hours at high speed roaring towards Pasco. After a time, the river narrows, the bluffs diminish, and by Roosevelt we were in a very wide valley. I sat on the south side of the Sightseer lounge and found it very enjoyable to watch the river and the Oregon side roll by--several PIONEER stops could be seen. I enjoyed conversation with several other travelers and even consumed a split of Almaden chablis in a plastic cup with ice--the proverbial touch of Am-class.

By 7:55pm a thunderstorm was darkening the skies at Plymouth WA as I noted one of the few bridges over the river. A few minutes later we met a westbound grain train, and by 8:35 we were crossing the river on a long, black drawbridge into Pasco, arriving at 8:40, a little tardy.

The beat-up depot contained an operator's office, and the operator explained how and why passenger trains in and out of Pasco always have to back up somewhere in town. About 20 passengers got off, and 25 on, and we left at 8:48, escaping the nearly 100% humidity. We backed out the way we had come in for about a half

mile, then forward around the wye and onto the BN 17th Subdivision (former SP&S main), after passing Ainsworth Junction. Westbound #27 uses the first Subdivision (former NP main), and these two lines are several miles apart as they cross the prairie.

Our route followed the Snake River, and we saw two more dams in the coming darkness, all illuminated. (The Columbia is full of them too, of course.) I napped in a coach seat for an hour or so until we reached Spokane. We arrived at 11:22pm, and about 35 left the train. The Seattle section arrived at 11:35 with engines 217 & 218, and cars 1136, 39931, 34014, 34018, 38009, 32069, and 32059. Thereupon, the depot crew and BN switch engine 301 swung into action. The two sleepers on the rear of train 8 were cut off and moved over to #28 and coupled on. Then #28 plus two sleepers were set back over to #8 and coupled, putting #28's lounge against #8's diner, and the three sleepers together. The engine of #28 stayed put and was later hostled to Parkwater Yard to be turned. At the head end, however, a rather poorly supervised engine change was taking place, as engine 217 was bad-ordered and the spare F40, #333, was summoned from Parkwater. General confusion surrounded the move, and I stood with the new conductor (Spokane-Whitefish) as he shook his head and time marched on. Finally the fun was over and #8 left late at 12:20am, while 217 and 215 were coupled and taken away, leaving BN 301 and the depot crew to reminisce about their follies and wait for #7.

Going downstairs to escape the raindrops, I found the depot full of waiting passengers for #7. The crew of #27 was doing a check-in procedure and issuing boarding passes (same as #28's crew did in Portland). Soon the agent announced #7 for 1am (late) arrival, and a quick check verified an economy room available for $32.50 to Seattle.

Train 7 did arrive exactly at 1am, with engines 302 & 367 and cars 1178, 39926, 34046, 34091, 38032, 33001, 32062, 32034, 32060, and BN office car #8 "Canadian River". Since car BN 8 was carrying BN's President, Mr. Grayson, it was given first priority and a very gentle switch over to the office car house tracks, with all hands watching nervously. Grayson was en route from St. Paul to Seattle and due to ride hotshot freight #3 Sunday to Seattle. After this, switcher 301 split #7 exactly in the reverse of #8's joining, and we were off.

I awoke at 5:30am high in the cloudy Cascades, at Merritt siding. At 5:51 we entered the Cascade Tunnel on a left-hand curve, and after 10 minutes people in the Superliner coach were coughing and smelling diesel fumes--the air was visibly smoky in the car. Fourteen minutes after entry, we were out and starting to ease down the west slope, thru the thick forests and rushing streams.

Breakfast was served from 6:30 until we reached Everett (about 7:40am), and the usual tray meal choice was available, but I was delighted to learn that breakfast is now cooked on board.

Arrival at Everett (upper platform) was on time at 7:40, Edmonds at 8:08, and final arrival in Seattle was early at 8:37am. At Everett I noted that the lower platform, formerly used by the PACIFIC INTERNATIONAL, was covered with new crossties.

Amtrak at Seattle has twin-unit diners 8804-5 and dome 9458 "Silver Brand" stored at King St. Station, while BN has "Kootenai River", "Columbia River", and a baggage car stored. The coach yard contained mostly Superliners, with steam cars "Indian Mesa", two 4500-series coaches and two baggage cars providing a little variety. South of the coach yard were about 20 stored cars, some nine of them dome cars. I specifically noted dome observation 9310, two ex-Santa Fe Pleasure Domes, and twin-unit diners 8800-1.

A few other items of interest from the trip: BN has F units and GE U-boats stored at Pasco, Seattle (Interbay),and Vancouver. The Seattle & North Coast has its three F's and one EMD switcher, plus one passenger car, based at Port Angeles on the Olympic Peninsula. And finally, lest we forget the competition, new Boeing 767's for United, Eastern and Delta were sitting ready at Boeing Field.

STEAM RETURNS TO THE WHITE PASS & YUKON

by Sylvia Blishak

What do you do when you get an engraved invitation from the president of a railroad, inviting you to ride on the inagural run of a restored steam locomotive? You grab your striped hat and overalls, and no matter how far afield you must go, you go!

Mr. Thomas H. King, of the White Pass and Yukon Corporation Limited, extended such an invitation to RTN. The run of steam locomotive No. 73, from Skagway, Alaska to Lake Bennett, B.C. and return took place June 12th.

Skagway is not an easy place to get to, no matter where you start! Air Alaska jetted me from San Francisco to Seattle, then from Seattle to Juneau. At Juneau's rough-and-ready airport, not far from the foot of the massive, unearthly-blue Mendenhall Glacier, I walked with six other passengers across the tarmac towards an L.A.B. Flying Service twin-propellor plane. The pilot loosened the underwing gas tank plug, nodded with satisfaction as he shook some drops of gasoline from his fingers, and collected our tickets. He ushered me into the co-pilot's seat before he wisked Flight #301 off the runway toward Haines. An occasional comment escaped from under his nicotine-tarnished moustache. "Glacier," he'd say, jerking a thumb to to the right: a few minutes later, "Glacier," to the left. Under the high overcast, we could see many of these rough ice-rivers plowing their way down from towering peaks to this lonely stretch of the Inside Passage.

While all the other passingers deplaned at Haines' tiny airstrip, Flight #301 underwent a sudden change. The only passenger continuing on to Skagway, I was hurried over to a tiny single-prop plane, where a ginger-haired youngster tossed my bags into the back seat. Before I had time to mumble "earplugs" (for which I was still searching in my handbag) we had roared off over the Lynn Canal (the northern terminus of the Inside Passage), streaked in over Skagway Harbor, slid up against the canyon wall, then stood on a wing, made a U-turn over the railroad yards, and landed!

After chicking into the turn-of-the-century Golden North Hotel, furnished with antiques and bathtubs with clat feet, I hiked the mile and a half, over graveled streets, to the railroad yards at the edge of town furthest from the harbor. Behind a "No Tresspassing"sign a half-dozen narrow-gauge diesels were idling and spitting compressed air. There were wooden parlor cars painted army green, some boxcars, and a caboose.

It takes more than a sign to keepme away from a steam engine, and since there was nobody around to ask permission, I picked my way over tracks and around diesels towards a smoky plume. There was #73, simmering and clinking, and locking neat as a pin! Some overall-clad men were in the cab; I shot pictures and they gave me a "toot-toot."

Rain started to spatter as I began the hike back to town. Residential Skagway was a faded, 1940's memory--stacks of firewood in yards, barrels of fuel oil attached to warped and weatherbeaten frame houses. Nearly every yard had a husky or a malamute with watchful eyes; and occaional abandoned car lay resting. Downtown Skagway, with its boardwalks and wood-front buildings, looks like the frontier gold-rush town it once was. Steep wooded mountains flank the town on both sides; the crash of a waterfall high above was faintly audible.

After a night that never turned dark, June 12 dawned cold and windy. The train station at the harbor end of town was just two blocks from my hotel, and I arrived in time to see the regular tourist train, pulled by two blue diesels, load up with tour groups and pasengers from the cruise ship "Prince George." It left at 10 am. Then, with a whistle and clouds of steam, the shiny black 2-8-2 Baldwin Mikado backed into the station with its four cars. The guest list included only 80 people; this was going to be a steam haul up the steep pass, with no diesel assist. I began to look around for other railfans, but I was the only passenger in railfan regalia. Most of the passingers (many wearing Gay 90's costumes) were Skagway businesspeople, or railroad employees and their families, who extended the friendliest Alaskan hospitality to the unfamiliar reporter in overalls!

The railroad's public relations director, Steven Hites, was handing out schedules. Dressed in a black frock coat, cravat, and stovepipe hat, he would later entertain on board with guitar, mouth-organ , and railroad songs. This talented young man has written much copy about Engine #73 and hte history of the railroad, illustrated with his own pen-and-ink drawings of scenes along the right-of-way.

I climbed aboard the rear car, a turn-of-the-century car with a working pot-bellied stove inside. Each car had its name painted

on yellow; ours was "Lake Lebarge," a familiar name to anyone whose imagination has been chilled by the Robert Service poem, "The Cremation of Sam McGee." I'd always assumed that the lake was fictional, but one of the Canadian passengers assured me that there is indeed a real Lake Lebarge, about 20 miles from Lake Bennett.

I sat next to the recently retired Car Foreman of the railroad, Bruce Boynton, and his wife. Boynton, who started with the White Pass in 1938, knew every inch of the roadbed and most of the history connected with it. As we left Skagway, the rails climbed along the east side of the canyon wall. Boynton pointed out a deserted roadbed, called the Brackett Road, which was a toll road for foot and horse traffic before 1900, when part of it became the rail road right-of-way. Soon we were above the forest and looking nearly straight down into a canyon where, hundreds of feet below, the West Fork of the Skagway River plunged towards the Lynn Canal.

Mrs. Mark Lee, wife of the recently retired senior engineer of the railroad, told me the following story: "About 20 years ago, an old fill eroded under the tracks right here. Two diesel engines toppled into the canyon. My husband was at home, but our engineer today, J.D. True, was on one of the wrecked engines. None of us expected to hear that any of the crew had survived, but four men were able to climb back up to the tracks, and helicopters brought the other two out on stretchers!"

We had reached Black Cross Rock, where two men had not been so lucky. Back in 1898, while they were blasting to build the roadbed , a huge granite slab--perhaps 100 feet across--fell on top of them and became what Ripley called the world's largest tombstone. A cross and monument on the rock honors the 30-odd men who were killed during the construction of the railroad. (Mrs. Boynton, worried that all these tales might frighten me, pointed out that the White Pass has never had a passenger fatality in its 82-year history!)

(Right:) At Lake Bennett the inaugural train was turned, affording an opportunity to photograph the entire train, composed of four antique cars, along with the steam locomotive and tender.

(Below:) The train waits at Lake Bennett for the return trip to commence.

All photos by the author.

Bridal Veil Falls, one of the longest waterfalls in the world, with 22 separate cataracts, cascaded out of the clouds on the mountaintops across the canyon, emptying into the valley. Boynton explained that White Pass City, now a ghost town, was down below us. First inhabited by opportunists who would carry freight on their backs (as much as 50 pounds per trip. at $1 a pound) up the summit for the miners, ti later served as home base for the construction crews who built a trestle across Glacier Gorge, and, adjacent to it, the line's only tunnel. The workmen had to hike about 1500 feet up on switchbacks just to get to work, where they had to hang by ropes off the face of Slippery Rock in order to blast out the roadbed. "Lots of the men deserted whin a new gold strike was made in the Klondike--and they took the company's shovels with them!" Boynton chuckled. We could now look across the canyon at Slippery Rock. "Years ago, a huge rock fell from the cliff above and took a Skagway-bound engine, its father and son crew, and a boxcar off the trestle. The men were lost, but the Canadian whiskey in the boxcar was salvegeable--they had a Canadian Mountie on guard right away to discourage the looters!"

Boynton pointed to a spot below the infamous Slippery Rock. "See that place where the snow has slid across the track?" True enough, it did look as if a small glacier had come down off the mountaintop--the tracks there were hundreds of feet below the snow-line. "Up above there is Box Canyon. It gets about 400 or 500 inches of snow in a heavy year." The canyon, in the shape of a very narrow rectangular chute, cut steeply up to the mountaintop. "Every year, when the spring thaw starts, that dang thing sends an avalanche down across the tracks--sometimes it goes regt down to the bottom and pushes up as far as the tracks on this side! See, they have a 'cat' (bulldozer) parked there alongside just in case it lets looses again." The snowbank looked about 4 feet high. "During World War II, whin the army was up here on the railroad, the army engineers wanted to blast Box Canyon out with dynamite so the snow wouldn't collect in there and slide out. But the railroad said no."

I asded if the refusal was for ecological reasons? "No, they were just afraid the whole mountain would come down, and they'd have to build the tracks all over again!"

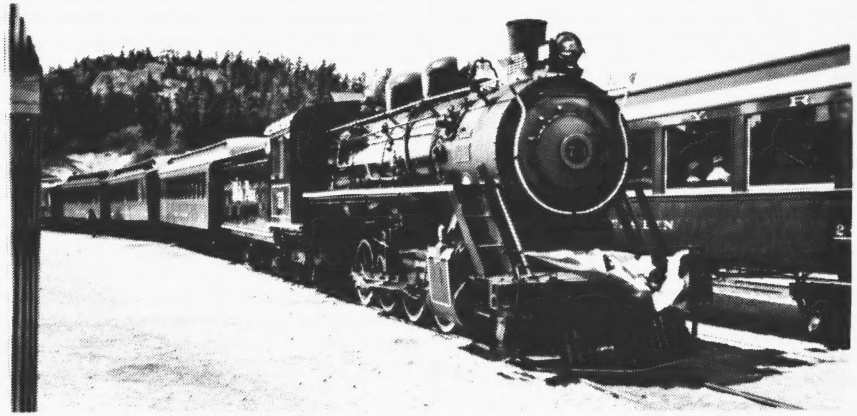
Now 14 miles out from Skagway, we passed over a trestle at Glacier Station where the tracks climbed to the left. We detrained here for a photo runby and water stop, where we got our first head-on view of the engine, all dressed up with bunting across the smokebox, and a Canadian and American flag on each side.

While struggling through the underbrush towards a good vantage point. I crossed paths with another photographer. He introduced himself as Howard Clifford, author of Rails North , (Superior Publishing Company, Seattle). Howard's latest book, on currently operating steam engines, will be published soom.

Back aboard, we chuffed through the plowed avalanche under Box Canyon (hoping it wouldn't continue to slide at that very moment). The tracks mow balanced precariously over another wooden trestle then plunged into Tunnel Mountain.

"See that debris down there?" Boynton pointed below just before we entered the tunnel. "That's the remains of a Jordan Spreader; there was ice built up between the tracks here one winter; that lifted it up and over it went!"

I had begun to get the idea that this was one heck of a place to build a railroad! "It's amazing what greed will do--if it hadn't been for gold fever, Skagway and the railroad would probably never have been built!" someone said. Rain spattered the windows as we looked down on the infamous Dead Horse Gulch. Across the canyon a mountain goat and her kid cavorted.



Each car had a young tour guide, dressed in turn-of-the-century costume, and ours told us that here the gold-crazed miners' horses, due to fatigue and hunger, began to collapse. "Those still astride forced their animals to plod right over the bodies of the fallen beasts. They wouldn't even take the time and effort to push the carcasses over the side! Most of the stampeders continued on foot, but were forced to abandon many heavy items as they went."

As we climbed higher, the engine was producing nice "stack-talk" that we could hear inside the enclosed car. We passed through a snow-shed, and then were passing Summit Lake, still partly frozen. (Just a few minutes before we had had a last glimpse of the Lynn Canal 17 miles behind us; now we were at the headwaters of the Yukon River. The water from this lake would empty into the Bering Sea 2,150 miles to the north!)

(To be concluded next issue.)

The regular diesel passenger train.

EXTENDING THE "SPIRIT" TO RENO

The machinery has begun turning to extend the Los Angeles-Sacramento SPIRIT OF CALIFORNIA to Reno, Nevada. The Nevada DOT held a hearing on the matter in Reno on July 1. About 25 people attended the meeting, including Bill Hoffman of Nevada DOT, Doug Sibley, John Allison and Matt Paul, representing Caltrans, Dan Lovegren of NARP, Art Lloyd of Amtrak, and representatives of the cities of Colfax and Roseville.

Art Lloyd, describing the proposal, said the present SAN FRANCISCO ZEPHYR loads and discharges an average of about 150 passengers per day in Reno, sometimes requiring 2 or 3 extra Superliner coaches on weekends. The extension would stop at Colfax and Truckee and would continue to Sparks NV, where the train would be serviced in 1½-2 hours before its westbound departure. Due to the length of the wye in Sparks, only the locomotives would be turned if not enough time existed to turn the whole train. The only extra equipment required would be an extra locomotive to haul the train over the mountains.

The existing financial situation of the SPIRIT is, for FY 1983: $3.1 million revenue, $11.2 million cost, for $8.1 million deficit; $2.9 million subsidy from state of California for 35 million passenger miles, or 85 passenger miles per train mile (PM/TM). The projected extension finances are (Sacramento-Sparks): an added $1.9 million revenue, an added $2.7 million cost, for an added deficit of $.8 million. Local agencies would pay the following share of 403-B subsidy: $.366 million plus .046 million additional capital costs, for total of $.412 million local subsidy. Projected ridership is: 20.4 million additional psgr miles, for 179PM/TM Sacramento-Sparks only and 105 PM/TM L.A.-Sparks (about 150 additional passengers each day at Reno).

Art Lloyd said there is money available at Amtrak for its share of 403-B, and Amtrak feels this is a worthwhile proposal. The earliest service could start is April, 1983, or possibly February, to get some of the winter traffic. Bill Hoffman said there presently is no mechanism in Nevada state government for funding the train. Caltrans said there is presently no money in the state budget for the project, but Caltrans would be willing to ask the Legislature for it at a later time. All parties at the meeting were evidently in favor of the service.

Eastbound arrival in Reno would be at about 2pm, and westbound departure would be at about 3:30pm daily.

Mixed Train of Thoughts

A DAY-BEHIND ZEPHYR: Heavy storms hit the Midwest again, leading to severe flooding in Iowa. The BN counted no less than 20 washouts on the line used by the SAN FRANCISCO ZEPHYR. When the SFZ that left Chicago July 15 neared Ottumwa, Iowa, it was found that the line was impassible, and the train backed up to Burlington IA and then took the BN's Kansas City line, and thence the UP to Cheyenne. The train was 26 hours late by Ogden, and there it was terminated in order to turn the equipment to become train 6 of July 17. Train 6 out of Oakland on July 17 made use of the SAN JOAQUIN's extra equipment set, so it consisted of a baggage car, two Amcoaches and an Amcafe as far as Ogden, where passengers transferred to the waiting Superliner equipment. First class passengers out of Oakland were given refunds. Meanwhile, the SFZ's were re-routed over the CNW between Chicago and Omaha until the floodwaters subsided. On Jul 21 the ZEPHYRS resumed their normal routing. The flooding problems began in Iowa on Jul 2-3, when from one to nine feet of water was reported over the BN tracks about 40 miles west of Ottumwa IA. Train 5 that left Chicago Jul 2 was delayed about 12 hours, and detoured Burlington-Ft. Madison on BN, then Ft. Madison-Kansas City on Santa Fe, and Kansas City to Omaha via BN. Train 6 that left Oakland Jul 1 detoured on the CNW from Council Bluffs to Chicago. Later trains detoured on CNW Chicago-Omaha. The line was restored to service at 8:05pm on Jul 8, until the Jul 15 flooding. Amtrak has been considering moving the SFZ permanently to the CNW route recently, but the word came out early in July that it would not do so "in the near future". Presumably that means the chances are that it will in the more distant future.....

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THE SUNSET LIMITED and the EAGLE's days of operation will be changed with the Oct 31 timetable change, so that departure days from Chicago will be Sunday, Tuesday and Friday (instead of Tuesday, Thursday & Sunday), and departure days from Los Angeles will be Sunday, Wednesday and Friday (instead of Sunday, Tuesday and Friday). Amtrak had considered a Wednesday Chicago departure, for a Saturday morning arrival in L.A., but decided it was too expensive because of MoPac crew deadheading logistics.....

THE CARDINAL'S RELIABILITY "has disappeared", said the Nat'l Ass'n of RR Psgrs. NARP said that connections from train 51 to train 5 have been missed more frequently, even tho the connection is guaranteed. Ohio rail advocates and others have been lobbying Amtrak to return to Cincinnati Union Terminal instead of the River Road station. But Amtrak told NARP in a recent letter that altho CUT is "attractive and visible", there will be serious problems of access and capacity if Amtrak acquires the Shelbyville line and/or institutes corridor operations from CUT, and the terminal "in its present form" can handle only one train at a time.....

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NATIONWIDE RAILROAD STRIKE was headed off by President Reagan on Jul 8 when he signed an order setting up an emergency board to investigate the labor dispute between the Brotherhood of Locomotive Engineers and the railroads. The action establishes a 60-day cooling-off period, which means that a strike would not occur until shortly after Labor Day.....

BRITISH RAILWAY STRIKE, which made headlines around the world, was finally settled Jul 18 as train engineers accepted British Rail's plan for flexible work schedules. The railway had threatened to shut the system down on Jul 21 and fire any employees who did not return to work under the new work schedule system. The strike had lasted 2 weeks, during which time only skeletal service operated.....

RECENT TRANSPORTATION DISASTERS: A Pan Am World Airways 727 jet crashed just after takeoff from New Orleans in a rain- and thunderstorm on Jul 9, killing all 146 aboard the plane and at least 8 on the ground, as it destroyed a block of homes in Kenner LA. On Jul 8 a Conrail commuter train drailed in Fair Lawn NJ and crashed into a macaroni factory at 60mph, killing the engineer and severely injuring a 14-year old boy riding near him in the lead car. Three others of the approximately 12 passengers were injured. Teenage vandals had thrown a switch that sent the Hoboken-bound train onto a siding. Suspects were arrested.
The collision of an express train from Dortmund, West Germany to Rimini, Italy with a freight train resulted in 6 deaths and 63 injuries outside Baden, Switzerland on Jul 18, at 3am. On Jul 11 a Mexican train derailed near Tepic and fell into a 90-foot ravine, killing up to 48 persons and injuring about 120 others. The train, running from Mexicali to Guadalajara, was the Pacific Railway's LA BALA ("The Bullet"). The train apparently hit a section of track which had ties that were loosened by rainwater. On Jul 13 in Aalter, Belgium a passenger train struck the rear of another in the station, killing 7 people and injuring 50. The engineer of the Namur-Knokke express reportedly had gone thru three red signals before the crash into the Brussels-Ostend train.....

THE ADIRONDACK RAILWAY line is going to be torn up. The NY DOT said on Jul 12 that it would open bids on Jul 21 for a project involving the removal of rails and related track material on the state-owned line between Remsen and Lake Placid NY. The line could be saved if the state could find an operator willing and able to rehabilitate the line without state funds and then operate a non-subsidized freight and passenger service over its 118-mile length. The contract will involve the removal and storage of rails, ties, signal equipment and related hardware. The contractor returning the most miles of track material to the state will be the low bidder. Work will be done in two sections: Remsen to Old Forge and Old Forge to Lake Placid. Work on the northern section is to get underway in Sep and be finished by Jun 1, 1983, and on the southern section to get underway in Oct and be completed by Sep 1, 1983. The state wants to recover as much rail and related material aspossible, including 30,000 ties installed by the Adirondack Railway Corporation at state expense. The remainder will be given the contractor as payment. The state will then preserve the right-of-way "for future recreational purposes." The rail line was operated by Penn Central until 1972 and was purchased by the state in 1975. The state entered into an agreement with the Adirondack Railway Corporation in 1977, under terms of which federal and state funds were provided for rehabilitation of the line. The agreement was cancelled in Feb 1981 on the basis of "repeated violation" of the agreement concerning management of the rehabilitation project. The company has since gone bankrupt and the state has unsuccessfully sought an operator for the line and has tried to secure public and private funding to finish the rehabilitation. The photo above, by Peter Bretz, is of the line in the summer of 1980. In the winter of 1979-80, the 1980 Winter Olympics were held at Lake Placid, and the railway played an important part in transportation to the site. Service on the line received high praise from riders, and as the photo suggests, the line was very useful to boaters and excursionists in the rugged mountain country. Lake Placid plans to bid on the 1996 Winter Olympics. If the games go there, will there be a railroad to handle the visitors?.....

BULLET TRAIN LINE planned for Los Angeles-San Diego got a boost on Jul 7 when it was announced that First Boston Corporation will be investment adviser for American High Speed Rail Corporation in raising $2 billion for construction of the line. President Larry Gilson of High Speed said that "The addition of First Boston to the project team...represents a vote of confidence in the project from one of the country's leading investment banking houses." Japan has already pledged $500,-000, leaving $1.5 billion more to be raised in the U.S.....

AMTRAK EXPRESS EXPANDS its service: The package express service inaugurates an overnight Sacramento-San Diego service on Aug 2. It has already expanded to include guaranteed door-to-door overnight delivery between NE Corridor cities. Training for station personnel for the California runs began on Jul 19. Amtrak said its express service recently inaugurated direct mail promotion of services, and offers 50% off the first two shipments on new accounts. Last year Amtrak Express brought in $4.1 million for Amtrak and expects to exceed that in 1982.....

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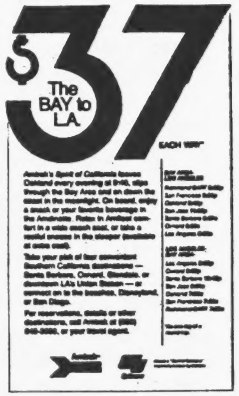
SPIRIT OF CALIFORNIA got some newspaper advertising this month (July) specifically aimed at Bay Area patrons. The "Bay to L.A." ad shown here is headed by a large "$37"--the one-way fare, and says: "Amtrak's Spirit of California leaves Oakland every evening at 9:40, slips through the Bay Area and on down the coast in the moonlight. On board, enjoy a snack or your favorite beverage in the Amdinette. Relax in Amfleet comfort in a wide coach seat, or take a restful snooze in the sleeper (available at extra cost)." Schedule times are listed for most stations.....



THE SAN JOAQUINS also got some newspaper advertising in July. An ad larger than the SPIRIT ad showed a photo of a woman passenger reading to a group of small children. The ad was headed "Quiet Time on Amtrak." ("Quiet moments on Amtrak's San Joaquin. Read your favorite book in a wide, comfortable seat. Relax. Stretch out and watch the best of California scenery go by. Roam around. Go to the Amcafe for a snack or your favorite beverage. Have an Amtrak experience." Schedule times were given.....

GREYHOUND BUS COMPANY has offered to move its terminal to a spot across the street from the Portland (OR) Union Station. The mayor of Portland announced the plan July 2. Portland's plans for a multi-modal terminal had been foundering until the Greyhound agreement. The bus company will pay $1.5 million for two blocks of property and build a terminal at a cost of over $5 million.....

★ ★ ★

THE NORTH STAR on July 5 was saved from discontinuance by the Minnesota state officials transferring the necessary operating funds over to the train. It will keep it going thru Labor Day (Sep 6), but prospects beyond that are not bright. (See also "Cars & Consists", page 18).....

ITALIAN MANUFACTURING CORPORATION and Amtrak signed an agreement on Jul 13 that will give Amtrak $9 for assembling new Washington Metro cars at Amtrak's Beech Grove facility. The manufacturer is Breda Costruzioni Ferroviarie, of Pistoia, Italy, and they will get the first car shells to Beech Grove in late December. Eight cars a month will come out of the Amtrak facility, with the first emerging next April. Washington is paying Breda $275.3 million for the cars, up to 294 of them. The contract will enable Amtrak to retain 50 employees who would have been laid off without the new work.....

AMTRAK FAMILY DAYS in Chicago July 17-18 were a "real success", Amtrak said. About 33,000 visitors were counted--less than the 50,000 Amtrak hoped for, but still a large number, especially considering that it rained a while on Sunday.....

AMTRAK WILL LEASE property along Railroad Avenue in Greenwich CT to developers who plan to build an office building complex. The 2-story building will be completed in fall of 1983.....

DEL MONTE'S REVIVAL, of the San Francisco-Monterey train, has been talked about in these pages for years. But now the California state budget actually contains $2.5 million earmarked for the train's restoration. It is to pay for right of way acquisition, track replacement, renovation of the Gilroy station, and construction of a platform in Morgan Hill. The cities of Monterey and Seaside, helped by Caltrans, have purchased (Jun 29) 2.23 miles of right of way from SP for $4.67 million. The state budget legislation requires one of the restored trains to be named the ALQUIST, after Senator Al Alquist of San Jose who long lobbied for the train. Tracks in San Francisco are to be extended from 4th & Townsend to the Ferry Bldg.....

AMTRAK FAMILY DAYS scheduled for Jul 24-25 in the Twin Cities was cancelled.....

OHIO'S NOVEMBER BALLOT will list State Issue #2, a proposal for a 1% sales tax to finance construction of a proposed 550-mile passenger high-speed rail system for the state. ORTA director Bob Casey and State Issue 2 campaign chairman Robert Boggs will meet with Ohio ARP members on Jul 24 to solicit their support.....

THE NORTH STAR may not run after Labor Day, altho it has record patronage these days. NARP said it might return in 1983 on a May-October basis.....

CONGRESSIONAL BUDGET OFFICE took it upon itself to write a new 85-page assessment of Amtrak which is not flattering to the corporation nor pleasing to rail advocates. However, it isn't believed that it will have much impact upon legislators. NARP requests that if you see newspaper items about it, send them to NARP. Newspapers might conceivably start to endorse the report.....

"THE REAL PEOPLE" TV show has its opening broadcast on Sep 22, and the subject of it will be Amtrak. Filming for the 90-minute special begins on Jul 25, and the filmmakers have leased some special cars to run on the rear of the SUNSET LIMITED for the purpose.....

"THE CLEMENTS EXPRESS" was a whistlestop train commissioned from Amtrak by Texas Governor Bill Clements, which ran on July 4 from Fort Worth to Granbury, Stephenville, Dublin, Comanche and Brownwood. The train reportedly used a 1929 observation car used by Harry Truman in 1948 (see also "Cars & Consists, p. 19)...

AMTRAK "ANYWHERE FARE" goes into effect Aug 1 thru Oct 30, to boost summer ridership. For $225, a person can ride from one point to anywhere else on the system and return. Fare is not good on Metroliners or non-Amtrak connections, but is good on VIA portion of NY-Toronto run. Fare was announced Jul 23.....

THE DRINKING CONDUCTOR on the COAST STARLIGHT that burned on Jun 23 had nothing to do with the fire, investigations showed. Apparently he merely took a swig after the incident. He was identified as Robert Jones of Klamath Falls, Oregon.....

DEPARTMENT OF CORRECTIONS: Reader Stephen Condit writes: There is an error in "The Panic Box" of issue 246 (p.5). Mar 20: The SOUTHWEST LTD #3 could not be detoured over the ICG between Joliet-Pequot-Streator because it double tracks with the ICG between Plaines and Pequot. What you mean is the train was detoured over the ICG between Joliet and Plaines..... In the same issue on p. 16 we said the woman drowned in the SFZ derailment was the first Amtrak passenger fatality since Dec 1976. Reader Roscoe Migliore (Editor of OPRA News) says we forgot that in Jun 1980 a NE Corridor train hit a rail that was protruding from a flat car on an adjoining track, resulting in one passenger death and several injuries.....

CARS & CONSISTS

EMPIRE BUILDER, train 8, St. Paul Jul 6: engines 357, 354; cars 1133, 39904, 34085, 34003, 38029, 33013, 34014*, 34093*, 32066*, 32017, 32018 (*from Portland).

*NORTH STAR, train 10, St. Paul Jul 5: engines BN2109 (GP 38-2), Atk 370; cars 21125, 21023, 21245, 21110, 21214, 21157, 20027 Amcafe (was to be last run of NORTH STAR, before legislature rescued it).

*SOUTHWEST LIMITED, train 4, Newton KS Jul 17: engines 293, 247; cars 1234, 1228, 39935, 31008, 39959, 34081, 39975, 38010, 32038, 32012. Train 3, same (1 hr late): engines 290, 287; cars 1164, 1158, 39914, 31003, 39953, 39945, 34078, 39970, 38038, 32067, 32044.

EAGLE, train 22, Texarkana Jul 6: engines 264, 310, 300; cars 32012, 33010, 34048, 34032, 34075, 31043, 38036, 34031*, 33022* (*this equipment ran Jul 4 from Ft. Worth to Brownwood TX as Gov. Clements of Texas special movement). Train 21, Texarkana Jul 7: engines 305, 259; cars 32041, 33015, 34068, 38028, 34057, 31001, 34018.

RAIL FANTRIPS

Aug 7: Dixie Limited, Richmond-Keysville VA on SR, to Dixie Days Festival with chicken dinner, bake sale, etc. SR diesel power, vintage cars. $29 RT. Old Dominion Chapter, NRHS, Box 8583, Richmond VA 23226.

Sep 4-5: Steam loco 611 inaugural run on route of POWHATAN ARROW; Sep 6, Roanoke to Alexandria VA; observation lounge, food service, etc. Info from Roanoke Chapter, NRHS, PO Box 13222, Roanoke VA 24032.

Aug 7: State Fair Flyer, Chicago to Illinois State Fair, Springfield; lv Chicago 8:25am, back 9:20pm. $39.75. Sponsor: 20th Century RR Club. Hotline phone: 846-3600. Richard Brooks, 8100 S. Rhodes, Chicago IL 60619.

Aug 28: Wisconsin Dells Hiawatha, RT from Chicago. $49.75; first class $100 incl breakfast, dinner & all drinks, dome lounge & NYC obs car. Lv 8am, back 9:10pm. Same address as item directly above.

Sep 11: 10-day tour of Alaska's rail lines lvs West Coast cities; special train on Alaska RR Kenai Peninsula line; White Pass steam excursion. $1690 from L.A. Info: Pacific RR Society, PO Box 2768, Riverside CA 92516, 714-684-7458 afternoon

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"Imagine hearing the shrill, lonely sound of a train whistle echoing across the miles and raising a window shade to peer out at a small frontier-style town dozing in the moonlight.

"The traveler who has only flown West has missed so much of its mood and beauty. It would be impossible to label one route more spectacular than another--all are unique in their own way...

"Rail buffs come from around the world for what they consider the trip of a lifetime, and yet so many Americans tend to take it for granted, pushing it off into the future in the belief it will always be there. But will it? Sometimes it seems there appears to be money for everything around the world but the maintenance of our rail system.

"In an often too-fast-changing world, train travel West is one of the very special delights that until now seems to remain constant and retain a very special sense of excitement, adventure and mystique."

--Jim and Shirley Higgins in Chicago Tribune, Jun 27, reviewing BBC TV production "Great Railway Journeys of the World."

SLIP OF THE MONTH CLUB***

"The French National Railroad last year started service on its new TGV 16-mph high-speed service between Paris and Lyon, Geneva and Dijon."

--Christopher Lofting in Pasadena (CA) Star-News, May 23.
(It's faster in kilometers.)

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

It's handy! THE Amtrak Law--Robert J. Swan/Box 1866/Long Beach CA 90801, $30.

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region. $11.50 (Pennsylvanians, add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

Be with it! Robert J. Swan's AMTRAK LAW, Box 1866, Long Beach CA 90801, $30.

WANTED: Railroad-produced Amtrak timetables. Santa Fe Los Angeles to San Diego cards (71-72), Welcome Aboard Chicago to Houston 11-14-71 & 6-11-72, GM&O 9-27-71, MP 5-1-71 mimeo sheet, & UP 11-14-71. Top prices paid. William L. Staiger, 4229-A King George Drive, Harrisburg, PA 17109.

Guess and booboo? NOT with RJSwan's Amtrak Law, Box 1866/Long Beach CA 90801/$30.

ALASKA RAILWAY SPECIAL TRAIN, Anchorage to Seward and return. Sunday, September 12, 1982, leave 8:00 a.m., return 8:00 p.m. Photo stops and time for visiting in Seward. Box supper included in fare of $50.00. Pacific Railroad Society, P. O. Box 2768, Riverside CA 92516.

To HELP the process, first LEARN the Amtrak Law. It's HANDY to be SURE!

WHITE PASS & YUKON STEAM SPECIAL, Skagway/White Pass Summit and return with four private cars pulled by Locomotive #73. Sunday, Sept. 19, 1982, leave 8:00 a.m., return 1:30 p.m. Several photo stops. Rate of $60.00 includes box lunch. Pacific Railroad Society, P. O. Box 2768, Riverside CA 92516.

BUSES OF THE WORLD. This reference work details the builders and types in many countries worldwide. 144 pages, 160 photos, hardbound. $17.95 plus $1.00 shipping. Write for free catalog of British railway and bus books and periodicals. Inland Empire Books, P.O. Box 9523 N, Minneapolis, MN 55440.

An independent NARP REGION 9 ASSOCIATION was organized May 11. All Region 9 NARP members are automatically members of new association. If interested in office, committee work, or in planning general membership meeting for October, contact Alfred E. Ehm, 170 Carousel Drive, San Antonio, TX 78227.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

THE PANIC BOX

The following is a summary of major unusual occurrences on the Amtrak system during the month of April. Several days of data are missing. Number in parentheses after train no. is date train left city of origin.

4-6 PIONEER #25(4) delayed 4hrs, 35mins by UP freight derail't of 2 cars at Oxman OR, 28.5 miles west of Huntington OR.

4-6 LAKE SHORE psgrs reached NY 230" late due to weather problems; #48 terminated at Albany & psgrs transferred to #74.

4-6 HOOSIER STATE #317 hit pickup truck at Surrey IN, delayed 90"; no fatalities.

4-6 SUNSET LTD #2(4) hit tractor trailer at Crosby TX; no injuries; delay 51".

4-6 LAKE CITIES #353 delayed 80" at Englewood IL by Conrail boxcar leaning.

4-6 COLONIAL #94 delayed 55" by signal failure betw Newport News & Richmond; an extra on-time section ran DC-Boston; equip't of late train was added to #174 at Washington.

4-6 NIGHT OWL #67 delayed 190" leaving Boston by weather & switch failure.

4-6 A bomb threat was phoned in to Penn Station in NY; a search revealed nothing.

4-6 An early spring storm struck New England, forcing most of the major airports in the NE Corridor to reduce, re-route or terminate most flights. Affected airline psgrs went to nearby Amtrak stations and quickly filled available seats. Many standees were reported. Arrangements were made for additional stops at Amtrak's BWI airport station, as that airport remained open, and was receiving psgrs from other locations. Amtrak personnel at BWI remained on duty beyond the normal station hours, until all trains had departed BWI.

4-7 MAPLE LEAF #63 annulled NY-Albany; only one FL9 engine available because Conrail was using engine 485 & it was tied up at Croton-Harmon.

4-7 SUNSET LTD #2(6) blocked by SP freight derailment of 21 cars 42mis east of Benson AZ; train about 18hrs late, was terminated at San Antonio & turned, while #1(9) ran as stub New Orleans-San Antonio & psgrs transferred there.

4-7 Many trains at Boston late due to heavy snow, strong winds & switch problems.

4-7 BROADWAY #40(7) delayed 118" at Gary & Valparaiso for HEP repairs. No. 41(7) delayed 74" at Pittsburgh due to switch problems.

4-7 MONTREALER #61(7) delayed 83# Brattleboro VT when B&M unit ran thru a switch.

4-8 MAPLE LEAF #63 annulled NY-Albany, problems with FL9 engine 488.

4-8 CT Valley train 409, SPV 989-999, hit woman trespasser near Pecowsic MA.

4-10 EMPIRE BUILDER blocked by bridge fire betw Sandpoint & Spokane; #8(10) detouredon 3rd Div, losing 13", #7(9) held Sandpoint, 31" delay.

4-10 Las Vegas NV station robbed at gunpoint, agent wounded slightly; $1200 taken.

4-8 COAST STARLIGHT #14(7) psgr fell in slpr room, cut forehead; doctor aboard examined her, & she was removed at Eugene & taken to hospital.

4-13 CITY OF NEW ORLEANS #59(12) blocked by ICG frt derail't at MP 753.4; train terminated at Jackson MS & 148 psgrs bused to New Orleans.

4-13 UTU went on strike on BN 6:45am-2:30pm; trains annulled: 9, 10, 26, 28, 796, 797, 347, (all of 4-13) and 348(14). Others terminated and turned. Alternate transportation was given only for #11&14 between Portland & Seattle.

4-13 EMPIRE STATE EXPRESS #73 delayed 118", signal lines down east of Rochester.

4-12 SF ZEPHYR diner 38001 on #5(12) robbed of a quantity of entrees, pies and coffee during the night of 4-12. There was no way of locking the galley.

4-14 MONTREALER #60(14) delayed 154" at Springfield due to air leak on sleeper 2985; car was eventually removed & psgrs transferred to other cars.

4-15 Metroliner train 616 spilled transformer coolant on track at Coastesville PA. Psgrs transferred to PENNSYLVANIAN #46, with delay of 79mins.

4-16 ICG derail't of 2 cars 10mis south of Lincoln IL at 4:15pm delayed ANN RUTLEDGE #304 3hrs, 25mins & the EAGLE #21 1hr, 38mins.

4-16 ELECTRIC CITY EXPRESS #72 delayed 37" when Conrail weed sprayer derailed at Tarrytown NY; Conrail local 748 delayed 41".

4-16 Storm knocked outall signals on Michigan Division for 3-4 hrs, delayed trains 352, 353, 354 & 355 for 9 to 67mins.

Carl Loucks

.... SELLING RAILROAD TIMETABLES

Employee Timetables, Public Timetables, Brochures, Guides, Postcards, Tickets, a full line of transportation paper items. New catalogue issued monthly. Send Stamped Self Addressed Envelope for latest list and specials.

199 Wayland St., Hamden, CT 06518

OLD MAP KIT

Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.

The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

4-16 CT Valley train 421 (SPV 989-992) hit trespasser at North Berlin CT.
4-18 CARDINAL detoured; see article in RTN 247.
4-18 ADIRONDACK's engine 350 derailed in Montreal servicing facility; #69(19) annulled Montreal-Albany & psgrs offered alternate transportation.
4-18 #483 & 72 were annulled Schenectady-Albany; due to using Amfleet equip't on #72(18) & no place at Schenectady to turn Amfleet equip't, these trains were annulled. Amfleet used due to expected heavy travel. Passengers bused.
4-18 SOUTHWEST LTD #3 (16) hit trespasser at Azusa CA; train delayed 195".
4-18 CRESCENT #20 (18) lost 126" when water pump went out on second engine at Derby MS and SR freight engine was added.
4-18 Conn Moveable Bridge power failed 3:25-5:02pm, delaying 4 Corridor trains from 7 to 68mins each.
4-19 An Amtrak employee was electrocuted on catenary at 12:48am at Bell Interlocking. Power was off until 6am.
4-18 MOUNT RAINIER #797 had only 3 cars and a heavy weekend crowd. A fourth car was not added because it would require an extra BN brakeman and it would take too long to call one. 38 psgrs were bused from Seattle and Tacoma to Portland; 30 others were irate, refused bus, received refunds.
4-18 San Jose station robbed by 3 large males with crowbar just before arrival of SPIRIT OF CALIFORNIA #15.
4-20 SOUTHWEST LTD #4(19) delayed 2hrs ½-mile west of Flagstaff AZ byATSF freight derailment of 6 cars which occurred at 4:30am.
4-20 The ADIRONDACK (#68(20)) engine died just east of Albany; switcher pulled it back to station; train terminated, psgrs put on #64; psgrs delayed 275".
4-20 NIGHT OWL #67(20) delayed 90"; Conrail MofW push car derailed at Bridgeport.
4-20 Livingston Ave. Bridge at Albany NY stuck open 2½ hrs, #68 delayed 84", #73 delayed 72".
4-20 EMPIRE BUILDER #8(20) hit trespasser on Wallace River Bridge east of Everett.
4-21 BLUE WATER LTD #365 terminated at LaPeer due to GTW freight derail't 8 miles east of Flint MI; psgrs bused, delayed 164".
4-21 A fire at Castleton Marina resulted in a hold put on the tracks south of Albany NY; trains delayed 24-63": 62, 63, 69, 74, 68, 73, 64.
4-21 ST. LOUIS MULE #342 delayed 67" by signal failure Avon-Strasburg MO.
4-21 BROADWAY #40(21) delayed 55" at Mansfield OH by B&O freight derailment.
4-21 MONTREALER #61 delayed east of St. Lambert, Que. 65" after psgr reported that another psgr had jumped from train; search turned up no one.
4-22 CARDINAL #51(21) delayed 149" detouring on L&N Newport OH-Ivorydale OH to avoid Conrail freight derailment of two cars at Cincinnati.
4-22 SOUTHWEST LTD #4(21) lost 107" due to engine failures: unit 251 at La Junta was making loud noises. West of Dodge City, the remaining operating engine, #243, died and the train coasted into Dodge City where fuse was replaced on 243. Three miles out 243 died again & ATSF freight unit 3559 from Wright KS was added and a part was taken from unit 251 to get 243 operating.
4-23 SF ZEPHYR #5(22) hit auto at Pappio NE, driver killed. engine 310 removed at Lincoln & BN 6906 added, changed to UP 9000 at Denver; delay: 94".
4-23 CARDINAL #50(23) hit 1977 VW Rabbit at Deepwater WV, no injuries; delay 40".
4-23 NIAGARA RAINBOW #62(23) delayed 62" at Niagara Falls, CR frt derail't in yard.
4-23 CT Valley train 408 (SPV 989) died south of Windsor Locks, wouldn't restart. engine 9988 from Hartford was added; delayed 130".
4-23 EMPIRE BUILDER #7 left Chicago 179" late due to problem with car 38021.
4-23 A Cuban refugee threw a sugar dispenser thru the window of the announcer's booth in Penn Station NY. He was arrested. No injuries.
4-24 Service was suspended between NY and Newark 1:10pm to 5:46pm when a catenary pole was hit by a piece of equipment during tie replacement. 16 shuttle buses were used, and PATH trains cut their headways in half during the disruption. Trains annulled: 185, 45 NY-Phila. Delayed: 41, 95, 19, 87, 173, 142, 187, 152, 82, 175, 174, 225, 227. Terminated at Newark: 40(23), 20(23), 174, 142, 94. Seven other trains were turned & renumbered. A school

group of 145 due to travel on 95(24) were put on 19(24) and refunded $576 for special pre-arranged meals that could not be served. An on-time special section of 19(24) ran Philadelphia-Washington.
4-24 CRESCENT #19(23) hit 1978 Chevrolet van at 9:30am; driver killed; delay 42".
4-24 SILVER STAR #81(24) delayed 63" Milford-Richmond, sticking brakes on unit 277.
4-24 BROADWAY #41(23): Psgr tried to jump from train at Pittsburgh & Lima, began attacking other psgrs east of Ft. Wayne; she was arrested at Ft. Wayne.
4-25 ELECTRIC CITY EXPRESS #75 terminated at Albany; rear turbo #150 had broken windshield. Cannot turn train at Schenectady, so #484 annulled Schenectady to Albany; psgrs bused.
4-25 EMPIRE BUILDER #7(24) hit auto stalled at Frazze MN; no injury; 25" delay.
4-25 SILVER STAR #81(24) delayed 75" Jacksonville, elec. probs with car 4641. #82(24) lost power in engine 913 at Linden NJ, delayed 85".
4-25 CITY OF NEW ORLEANS #59 left Chicago with only 600 gals fuel; refueled at Effingham IL, delay 72".
4-25 Salisbury NC station robbed by 2 armed men; agent knocked down & tied up.
4-26 Milwaukee Road freight derailed 14 loaded coal cars at Camp Douglas, south of LaCrosse WI; EMPIRE BUILDER #8(24) & #7(26) detoured on BN LaCrosse-Chic.
4-26 COAST STARLIGHT #11(25) hit trespasser at MP 90 betw Corporal & Logan CA. 87".
4-26 SPIRIT OF CALIF #18(26) struck woman lying on track 48mis N of L.A. 70" delay.
4-26 Conn River Bridge got stuck 5:10pm-9:25pm; #94 delayed 94", #174 delayed 16".
4-28 HOOSIER STATE #317 detours over GTW Maynard-Thornton Jct, L&N Thornton Jct to Dalton, C&WI to Chicago due to B&O diamond at Calumet Park IL out of service for regular maintenance.
4-27 Bomb threat called in to Penn Station NY; nothing found.
4-27 The same school group that missed its pre-arranged food on the CRESCENT (see 4-24) missed its pre-arranged breakfast items on the BROADWAY that arrived Chicago today and was refunded another $279. Items weren't stocked on #41.
4-28 Catenary wire broke from fatigue at N. Elizabeth NJ at 9:19am, fully restored at 1:33pm. Delays to trains 141, 168, 282, 81, 180, 104, 181.
4-28 CRESCENT #19(28), with engines 377 & 277 & 14 cars, hit auto at Cornelia GA; driver had escaped before impact; delayed 13 minutes.
4-29 NIGHT OWL #66(28) blocked by disabled B&M train 304 at Mansfield, pushed it into Boston; delayed 61".
4-29 NEC catenary power was turned off 2:35-3:20pm due to fire at Cos Cob power station; delays: #170, 48"; #412, 71".
4-29 LAKE SHORE #49(29) delayed 72" at Syracuse to remove car 3101, flat spots.
4-29 SOUTHWEST LTD #4(28): engine 247 failed on hill east of Raton & train stalled. ATSF units from a freight pushed it to Wooten CO, where second engine 250 could power it to La Junta; ATSF engine 3101 added at La Junta; delay: 80".
4-30 SPIRIT OF CALIF #18(29) lost 117" running thru Salinas yard after SP freight derailment at Salinas blocked the main line.
4-30 Chessie freight derailed 3 engines & 43 cars on SCL south of Richmond VA; PALMETTO & Florida trains detoured on SCL East Route Richmond-Centralia, 16.2 miles with very little delay.
4-30 Corridor train 168 delayed 117" by broken pantograph at Pike, New Haven line.
4-30 Conrail freight was disabled at Aberdeen MD at 6:23pm, delayed trains 87, 121, 185, 187, 186, 286, 175. Also #87 had a fire in engine 958, needed replace't.
4-30 SAN JOAQUIN #710 hit abandoned truck in Fresno, delayed 35mins.
4-30 CRESCENT #20(30) hit abandoned auto at Kings Mountain NC; delayed 35mins.

SPECIAL TRAINS OPERATED IN APRIL

4-15: Fulton County Special, Atlanta-DC (return 4-18); 17th: NRHS Special DC-Newport News-DC; 19th: Chicago Symphony Chic-Milwaukee-Chic; 14th: DOT Test Train Phila-New Haven, & 4/15 New Haven-Boston & return; 21st: Advertising Train Sparks NV -Oakland, & 4-22 Oakland-L.A.; 27th: Geometry Test Train New Haven-Springfield; 29th: Fulton County Safety Special #2 Atlanta-DC; 26th: Test train DC-XPV-DC; 27th: Test train DC-Perryville-DC; 30th: Timberlane Film train L.A.-Barstow-L.A.